

GDOT BRIDGE NO. 111/01010/00186N  
Spanning Noontootle Creek on County Road 218  
Stock Hill Vicinity  
Fannin County  
Georgia

HAER No. GA-76

HAER  
GA  
56-STOHLV,  
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD  
National Park Service  
Southeast Region  
Department of the Interior  
Atlanta , Georgia 30303

HISTORIC AMERICAN ENGINEERING RECORD

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GDOT BRIDGE #111/01010/00186N

HAER No. GA-76

Location: County Road 218 (Doublehead Gap Road) over Noontootla Creek near the community of Stock Hill in Fannin County, Georgia.

Date of Construction: 1925

Engineer: Unknown

Contractor: Unknown

Present Owner: Fannin County Commission  
Box 487  
Blue Ridge, Georgia 30513

Present Use: Vehicular bridge - to be demolished in 1988.

Significance: GDOT Bridge #111/01010/00186N is representative of the Warren pony truss bridge with verticals. It is one of thirty-nine Warren truss bridges identified in Georgia and one of thirty identified as a Warren pony truss with verticals. It is one of two such bridges in Fannin County. Based on criteria established in the Georgia Historic Bridge Survey, the structure is included in the era of "historic" bridge construction in Georgia.

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Date: November, 1987

GDOT Bridge #111/01010/00186N is a one-span Warren truss with verticals. It measures 60' in length with a 12.4' width. It is one of thirty-nine Warren truss bridges recorded in the Georgia Historic Bridge Survey. It is one of thirty identified as a Warren pony truss with verticals in Georgia and one of two such bridges in Fannin County.

The bridge does not possess a bridge plate. However, according to GDOT Maintenance records, the bridge was constructed in 1925. The historical context of this bridge is unknown. The Georgia Department of Transportation (GDOT) was established in 1916. Prior to the establishment of GDOT, the responsibility of roads and bridges in Georgia rested with the counties. It has been found from researching a number of bridges on the Georgia Historic Bridge Survey that records of construction of bridges on county rural systems and to a large degree on state systems were rarely kept. Therefore, unless the bridge possesses a bridge plate identifying the date of construction, the bridge company or the county officers at the time of construction, it is virtually impossible to associate the bridge with historical events, periods, activities or people.

#### Sources

GDOT Maintenance Records

Georgia Department of Transportation and  
Georgia Department of Natural Resources

Historic Bridge Survey